

NEAR or FAR  
IS THE SAME  
TO YOU  
WHEN YOU USE  
LAZARUS'  
BI-FOCAL GLASSES.

# The China Mail.

ESTABLISHED 1845

June 18, 1920, Temperature 80.

Rainfall 0.51 inch.

Humidity 91.

June 18, 1920, Temperature 84.

No. 17,880.

五拜禮

己亥年六月二十九日

HONGKONG, FRIDAY, JUNE 18, 1920.

日三初五申庚次年九月庚申

PRICE \$3.00 Per Month

## BUSINESS NOTICES

### DE WAR'S WHITE LABEL SCOTCH WHISKY

Price \$20 per Case ex Bond  
delivered to Ship.  
\$28 per Case Duty paid.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,  
Wine and Spirit Merchants,  
Telephone No. 616.

### DRAGON MOTOR CAR CO.

(THE EUROPEAN GARAGE)  
CARS FOR HIRE IN HONGKONG AND KOWLOON  
Agents in South China for:-  
Hudson, Essex, Dodge Brothers and Siddeley-Armstrong Motor Cars, Denby Motor Trucks  
and U. S. Tyres.

GARAGE AT  
44 DES VOUTS ROAD. TEL. 482  
GARAGE AT  
56 NATHAN RD. KOWLOON

THE HONGKONG ROPE MANUFACTURING Co., Ltd.  
Established 1883  
MANUFACTURERS OF

### PURE Manila ROPE

STRAND  
1" to 15"  
CIRCUMFERENCE.

CABLE LAID  
5" to 15"  
CIRCUMFERENCE.

4 STRAND  
3" to 10"  
CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, samples and full particulars will be forwarded on application to:  
Shewan, Tomes & Co. General Managers

THE MOTOR UNION INSURANCE COMPANY, LIMITED,  
AND  
THE UNITED BRITISH INSURANCE COMPANY, LIMITED

FIRE, MARINE, LIFE and MOTOR ACCIDENT.  
For Rates and Particulars apply to the General Agents  
UNION TRADING CO., Prince's Building.

### THE "GLIDDEN" PAINTS

READY FOR USE.

A PAINT FOR EVERY PURPOSE  
A PAINT THAT ALWAYS GIVES SATISFACTION.

We carry stocks of all colours—  
Marine Paints, House Paints, Varnishes and Stains,  
Roofing Paint and Exterior Paints  
and what is important to you in this damp climate.

### A WATERPROOF PAINT.

HOGG, KARANJIA & CO., LTD.,  
No. 1a, Chater Road, Hongkong.

### GREEN ISLAND CEMENT CO., LTD. PORTLAND CEMENT.

In Casks of 275 lbs. net.  
In Bags of 50 lbs. net.

SHEWAN, TOMES & CO.  
GENERAL MANAGERS.

**Diss Bros.**  
FIREWORKS  
ALEXANDRA BUILDING, HONGKONG. TEL. NO. 2243.

### DONNELLY & WHYTE. WINE MERCHANTS.

TEL. NO. 626.

SEE US ABOUT  
YOUR NEW  
MOTOR  
BOAT.  
ALEX. ROSS & CO.  
25, Des Voutz Rd. C.

## TO-DAY'S CABLES.

(Reader's Service to the China Mail)

### AMERICAN LABOUR.

MONTREAL, June 15.  
Addressing the American Federation of Labour Mr. Ogden, a fraternal delegate of the British Trade Union Congress, advocated an international organisation of workers of the world in order to further their aims and prevent another world war. Mr. Gompers declared it was probable that the United States had not ratified the League of Nations. If the League covenant were submitted to the American people without entangling questions it would be overwhelmingly adopted.

### NORTH BORNEO ADMINISTRATION.

### SERIOUS ALLEGATIONS.

LONDON, June 15.  
The Anti-Slavery and Aborigines Protecting Society has drawn the attention of the Colonial Office to allegations by ex-officials and others with regard to the seizure of native lands for rubber estates, the destruction of native graveyards and the improper treatment of natives in North Borneo. Lord Milner replying, states he does not consider the evidence adduced would justify him interfering in the administration of North Borneo by the British North Borneo Company. The Society comments that Lord Milner has not said he is satisfied that the allegations are untrue.

### BUILDING IN HONGKONG.

In ten years 1878 Chinese houses have been built in comparison with 532 European houses, according to a report of the Public Works Committee. These figures are but confirmatory of the fact that may easily be observed, that builders are devoting more attention to Chinese dwellings. For instance practically the whole of Wyndham Street is occupied by Chinese houses, which are visited by Chinese hawkers whose strident voices add to its din and clamor. Peders Hill has also gone being replaced by a row of Chinese flats. It is the encroachment of Chinese tenements on all vacant pieces of ground on the lower levels that adds seriously to the difficulty of the housing problem. It would be hard to find any building on the level of Caine Road now being proceeded with that is not intended for Chinese occupation. To find a remedy is difficult without introducing questions of racial discrimination. The number of Chinese houses built in 1919 constitutes a record for the past ten years. In 1916 there were built 232 of these houses, in 1917 the number was 244 and 1918 245. The number of European houses, 76, is considerably above the figures for the previous three years, but do not approach the 1913 record of 116.

Dealing with the future the report mentions extensive reclamation schemes in progress at Kowloon City and Samshuiipo and that the filling in of the tidal flat at Tai Kok Tsui, extending on both sides of the Taipo Road will shortly be undertaken. This will mean that further areas will be available for Chinese houses. The report continues:

As regards European houses, provision had been made in the current year's estimates for the erection of a number of such houses on that portion of King's Park which lies to the eastward of the Rifle Range. The area in question was at present waste land, being covered with trees and undergrowth. The houses were intended, primarily, for the accommodation of members of the Civil Service or of the Naval and Military Establishments. After discussing various suggestions, the Committee unanimously agreed to recommend that, in order to provide additional houses for European houses, the Rifle Range should be removed and the slopes of the hills bounding King's Park and also any portions of the Park itself, in addition to that already referred to, which are not utilized in connection with the Golf Course, should be rendered accessible by roads and disposed of as building sites.

With regard to the unbuilt-on areas south of Austin Road, the Chairman explained that practically the whole of this portion of the Kowloon Peninsula had originally been leased as Garden Lots. In 1887, Government agreed to convert these Garden Lots into Inland Lots on payment of premium at the rate of half cent per sq. ft. and Crown Rent at the rate of \$200 per acre. So far as he had ascertained, no stipulation with regard to the erection of buildings on the converted lots was inserted in the Inland Lot Leases. The Committee requested that this matter should be further investigated.

As regards the large block of War Department land on the west side of Nathan Road, the Committee requested that it might be informed of the result of any representations which may have been made to the Military Authorities regarding the possibility of surrendering to the Colonial Government a portion of the area adjoining Nathan Road.

### THE DOLLAR.

To-day's closing rate 3.81  
To-day's opening rate 3.81  
On June 18, 1919 3.615/16.

### EARLIER TELEGRAMS.

(Reader's Service to the China Mail)

### EASTWORKERS' NATIONAL STRIKE.

LONDON, June 15th.

The conference of gas-owners and workers in London ended in a complete deadlock. A national strike is threatened.

### WIRELESS OPERATORS' STRIKE.

LONDON, June 15th.

The strike of the marine wireless operators has been declared to have gone into operation at 11.30 this morning.

### MAILS TO CHINA.

LONDON, June 14th.  
In the House of Commons, Mr. Gethman Stewart affirmed that the slow and irregular postal service to China was inconvenient to British residents in China.

Mr. Illingworth replied that improvements in the mail service, via Suez, enabled him to provide a better service to China.

The mails were now being sent out by the Peninsular and Oriental packet, via India,

each week, except when there was a through service to China, via Canada, connecting with the Empress steamer.

The Pacific mails were now arriving more regularly and more quickly and there was no immediate prospect of a direct weekly service to China, except by the two lines mentioned, but mails to China were already being conveyed regularly each week as far as Singapore via Bombay and Nagapattinam and communication between Singapore and Hongkong was frequent.

### CHINA'S RIGHFUL PLACE IN THE WORLD.

LONDON, June 15th.

The Daily News, in a leader, emphasises that a condition of China's assumption of her rightful place in the world is the healing of the breach between the North and the South and the consolidation of a Central Government capable of commanding the respect of the North and the South alike.

It urges a courageous and far-sighted statesmanship on the part of Western Nations, especially Great Britain, towards China, and suggests the remission of the remaining instalments of the Boxer Indemnity and the association of China with the Anglo-Japanese Alliance as an equal partner, and that China should be welcomed not only to the Assembly but to the Council of the League of Nations.

It says nothing will more surely arouse China than the responsibilities of her nationhood than its recognition by the Western Powers.

### C.M.G. FOR MAJOR-GENERAL KELLY.

LONDON, June 15th.

The Gazette confers the Companionship of the Order of St. Michael and St. George on Major-General F. H. Kelly in recognition of his services in the preparation of the Tsingtao Expedition.

### A GARDEN VILLAGE.

GUILDFORD'S 1,000 HOUSES SCHEME.

Situated on the Hog's Back, the high ground above the town of Guildford, and commanding views over a rolling country as far as the Crystal Palace and the Berkshire hills, Onslow garden village was begun on May 1 with the laying of foundation stones by the Countess of Onslow and Mr. H. A. Powell. Under the scheme, which is on co-partnership, 200 houses are to be erected by September next year. Altogether a thousand houses are to be built, averaging about five to the acre. Three hundred acres are set aside for small holdings and allotments. Public houses will be excluded. The estate covers 546 acres and the Guildford Corporation and the Earl of Onslow have each invested £20,000.

The Countess of Onslow said she had lived for many years next door to the garden city at Hampstead, and could speak from personal experience of the great benefit these schemes were to those who spend the day in town and come home to pure air and healthy surroundings in the evening.

### COLD WEATHER VISITORS.

PLEASURE SEEKERS NOT DESIRED.

The Indian Tea Association has requested the Bengal Chamber of Commerce urgently to represent to the Secretary of State for India that passports should be withheld next cold weather from persons desiring to proceed to India, but who are unable to produce satisfactory proof that they have legitimate reasons other than those of pleasure for visiting this country.

### WALLA-WALLA LAUNCHES.

Phone No. 2516.

## BUSINESS NOTICES

### J. T. SHAW

SPECIALIST IN HEADWEAR

### SUN HATS

MADE BY

ELLWOOD, HAWKE AND TRESS

### PRICES

\$6.50 UP.



### GUARANTEED RAINPROOF AND SUNPROOF

J. T. SHAW  
TEL 682  
TAILOR and OUTFITTER  
NEXT DOOR HONGKONG HOTEL

### J. ULLMANN & Co.

French Firm, Established 1860.

Quality, Variety, Perfection.

### THE BON TON.

### LADIES' TAILORS AND OUTFITTERS.

CHINESE PONGEE, CREPE AND OTHER  
SILK AND PIECE GOODS, OUR SPECIALTY.

Main Store and Showrooms - - - 37, Queen's Road Central.  
Tailoring Department - - - 1, 3, & 5, Chater Road.

PHONE 928. CABLE "BONTON".

THE NEW  
INDIAN  
"SCOUT MODEL"  
HAS ARRIVED.

IS YOUR NAME ON THE WAITING LIST  
FOR THIS SUPERLATIVE MOTORCYCLE?

ALEX. ROSS & CO.  
25, DES VOUTS ROAD, HONGKONG  
TEL. 2777.



### CALDBECK, MACGREGOR & CO., LTD.

beg to give notice that after the 30th June, their prices will be NETT and liable to alteration in harmony with the fluctuations in Exchange.

Hongkong, 16th June, 1920.

### THE HANDLEY PAGE

MULTIPLE ENGINED BIPLANES

### HANLEY PAGE LTD.

Cricklewood, London, N.W. 2.

Sole Agents for China:

### PEKING SYNDICATE LTD.

Peking.

Sub Agents for Hongkong and South China:

### W. R. LOXLEY & CO.,

Hongkong.

## NOTICES.

AMMERT BROS.

AUCTIONEERS, APPRAISERS  
AND SURVEYORS.  
Public AuctionsUnderwriters have received instructions to sell by Public Auction,  
on SATURDAY, June 19, 1920.  
Commencing at 11 a.m.  
their Sales Rooms, Duddell Street,  
A Large Quantity of Wines  
and Spirits.Comprising—  
60 cases Australian Hock,  
35 do Claret "Medoc"  
20 do Champagne "Duc de  
Monaco"  
60 do Champagne "Charles  
Heidsieck"  
20 do Peppermint  
do Salamander Cognac, 3 stars,  
50 do Salamander Cognac, No. 1.  
50 do Burgundy,  
20 do Sherry (various brands),  
20 do Dry and Old Tom Gin,  
14 do Old Quaquin Gin,  
Etc., Etc., Etc.N.B. A large quantity of the above  
will be sold without reserve.  
Terms—Cash on delivery.LAMMERT BROS.,  
Auctioneers.MESSRS. LAMMERT BROS. are  
instructed to sell

The Steamship

"JEHANGIR"

Now lying in the Harbour of Hongkong,  
under an  
Order of the CourtBY  
PUBLIC AUCTION  
on  
MONDAY,the 25th day of June, 1920, at  
3 o'clock P.M.

IN ONE LOT

At their Auction Rooms, in Duddell  
Street.The ship is a British ship registered  
at Hongkong of 5206 tons Gross and of  
3360.71 Registered tonnage, and was  
built by W. Denby and Brothers,  
Dumbarton.For particulars to view apply to  
Messrs. Lammert Bros., the Auctioneers.

For further particulars

Apply to

MESSRS. JOHNSON, STOKES  
& MASTER,

Prince's Building,

or to

MESSRS. LAMMERT BROS.,

The Auctioneers.

Duddell Street.

MUMYEYA

Japanese Photographers.

All kinds of Photographic Work done

in latest style also Passport Photos.

Developing and Printing for

Amateurs' Specialty.

No. 84, Queen's Road Central.

Tel. 254.

HOW TO AVOID INFANTILE  
AILMENTS.When there are diseases prevalent in  
the season, it is the most dangerous to  
infants and so great care must be  
taken in feeding them with proper  
food otherwise they would give their  
mothers a lot of trouble. To avoid  
the trouble is to feed them with LACTOGEN  
which resembles human milk.  
It is easily digested and promotes  
a healthy appetite. It keeps the infants  
thriving and free from all infantile  
ailments.SHU FUNG TAI & CO.,  
Sales Agents for Hock, Wine and North China.  
No. 4, 5 & 6, Queen's Road Central, Hongkong.  
Telephone Nos. 1233 & 2220.Just arrived  
a large assortment of  
FILTERS  
1/2 gallons up to 4 gallonsC. E. WARREN & CO., LTD.  
No. 20 & 31 Des Voeux Road Central  
Established 1900

## INTIMATIONS.

WE HAVE  
Just received  
A New Supply of  
WAR and ARMISTICE  
STAMPS.Many varieties and values of  
NEW EUROPE  
also  
CATALOGUES and ALBUMS  
for sale.GRACA & CO.,  
No. 10, Wyndham Street,  
P. O. Box 620.JAPANESE MAKERS.  
Every kind of Footwear  
MADE  
TO  
ORDERCHERRY & CO.,  
FEDER STREET,  
Opposite Hongkong Hotel.  
Telephones No. 491.  
Hongkong, March 20, 1914.THE NEW FRENCH REMEDY.  
THERAPION NO. 1  
THERAPION NO. 2  
THERAPION NO. 3No. 1 for Rheumatism, No. 2 for Rheumatism  
and Neuralgia, No. 3 for Rheumatism, Neuralgia  
and Arthritis.THERAPION is a French Remedy  
which has been used in France for many years.THERAPION is a French Remedy  
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"LEADING THE WAY"  
"CAPSTAN"  
MIXTURE  
"THE SKIPPER'S FAVORITE"  
W. D. & H. O. WILLS.  
BRISTOL and LONDON.



This Advertisement is issued by British-American Tobacco Co. (China) Ltd.

## CONCERNING HEROES.

[By St. John Ervine]

self provided with food and lodging.  
If they had their way with our authors  
they would very narrowly limit thescope of literature, and when we  
asked for works of art they would  
offer us books of technical instruction.They have fallen into the error of  
the Puritan who imagined that manis desirable when he conforms to the  
common standard, the truth beingthat man is desirable only when he  
differs from the common standard.Had the complaint against Dickens  
been that he followed too closely in  
the footsteps of Samuel Richardson,  
making his heroes too noble to betolerable and his villains too wicked  
to be credible, there would have been  
a reason in it. The problem which  
puzzled Hamlet, of how a man could"smile and smile be a villain,"  
offered no difficulties to Dickens. To  
his way of thinking a man could not  
"smile and smile be a villain": hecould only scowl and scowl  
and be a villain. That is why Nicholas Nickleby is such  
a tiresome hero and Mr. Squers is such a preposterous ruffian. It is hard to believe that Nickleby was always uttering exalted sentiments at great length; it is still harder to believe that Mr. Squers never oncekindly patted the head of a pup at Dotheboys Hall. We know, most of us, that Nature has so mixed up  
the elements in man that the villain ofone moment is the hero of the next,  
and the pioneer of to-day is the reactionary  
of to-morrow; but Dickens will  
have none of this pandering to Nature evenin his villains; his villains must be very villainous,  
and his heroes must be pedantically noble;

and so, though an excess

of villainy is more entertaining than  
there is a danger that Dickens'srefusal to acknowledge Nature even  
in his villains will cause the downfall  
of his work. "She's a rum 'un, Nellie," said Mr. Squers, and ifDickens had only paid attention to  
the consideration of Big Business,  
the more despicable he would be;the villain of the story is the hero of  
the story, the reactionary is the pioneer,  
the pedantic noble is the villain, and the

villainous is the noble.

The complaint made by the materialists  
who called themselves Puritanswas that art was not definitely useful  
in the sense that a steam engine is

useful, and something of that com-

## THIS IS HOLY GROUND.

Stratford-on-Avon well remembered  
Shakespeare's birthday, and standing  
by his grave in Stratford Church Mr.Davis, the American Ambassador,  
paid this fine tribute to his great

genius.

"This is holy ground. The sacred

dust here mingled with the soil  
has sanctified for ever this

enclosure. The blaze of undying

genius illuminates this spot and all

around it with all of immortality

things mortal can attain. To this

dying to-day, as on yesterday and

to-morrow, the feet of countless

pilgrims press with reverent zeal.

Three centuries have spent themselves

in praise of Shakespeare: three

generations of men have turned to him

for inspiration. The works set

down for Elizabethan England

have long since become the common

treasure of mankind.



**Hughes & Hough**  
AUCTIONEERS TO THE GOVERNMENT

General Auctioneers  
Share, Coal and General  
Produce Brokers and  
Commission Agents.

PROPRIETORS  
"To-Kwa-Wan" Coal Storage.

Order used  
Bentley's  
A. S. C. 4th & 5th Editions.  
A. I. Telegraphic Code.

Teleggraphic Address  
"HUGHES" HONGKONG.

**PUBLIC AUCTIONS**

THE Undersigned have received instructions to sell by Public Auction (for account of the concerned),

ON MONDAY,

June 21, 1920, at 10.30 a.m., at No. 6, Humphry's Avenue, Kowloon,

THE STUDY  
HOUSEHOLD FURNITURE,  
etc., etc., etc.,  
therein contained.

consisting of:-

Double and Single Bedsteads and  
Cots, Wardrobes, Dressing Table,  
Chest-of-drawers, etc.,  
Dining Room Furniture, Cutlery  
Ware, etc., Singer's Treadle Sewing  
Machine, small Piano and Pot Plants,  
(Full Particulars from Catalogue).  
Catalogues will be issued.

Terms:—Cash.

**HUGHES & HOUGH**,  
Auctioneers.

Hongkong, June 16, 1920.

(for account of the concerned),

ON TUESDAY,

June 22, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 2, Des Voeux Road, Corner of Ice House Street,

A Small Consignment of  
WHITE GOODS, etc., etc.,  
Comprising:-

Pillow Cases, White Satin Quilts,  
Turkish Towels, Bath Towels, Bath  
Sheets, Double Bed Sheets, Battenberg  
and Drawnwork Bedspreads, Table  
Covers, Crochet and Drawnwork  
Dolies, Table Cloths, Linen Damask  
Serviettes, etc.

Also  
A few lots of Bellow Valises, Kit  
Bags, Suit Cases, and Attache Cases.

And  
Two Pairs Prismatic Binoculars.  
(All new goods and in small lots.)  
Terms:—Cash.

**HUGHES & HOUGH**,  
Auctioneers.

(for account of the concerned),

ON TUESDAY,

June 22, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED BEDSTEADS, TEAKWOOD TWIN BEDSTEADS, CARPETS, etc., etc.,  
comprising:-

Chesterfield Sofas, Arm-chairs (new),  
Folding Card and Occasional Tables; One  
Upholstered Suite Bedroom Furniture,  
comprising Teakwood Twin Bedsteads,  
large and small Wardrobes, Dressing  
Tables and Chairs, Washstands, etc.,  
(fumed Teakwood), Side-  
boards, Dinner Wagons, Extension Dining  
Tables and Chairs, etc., Dinner  
Services, Cutlery, and Glass Ware,  
Cooking Stoves, Oculery, etc., Bath  
Room Utensils, Electro-Plated Ware,  
Electric Reading Lamps, Blackwood  
and Teakwood Screens, a quantity of  
Blackwood Furniture, Side Tables,  
Chair, Cabinets, Pictures, Carpets, etc.

Also  
2 Pianos, 1 Enamelled Bath,  
1 good Bicula,  
And  
One Upright Grand Piano by Wm.  
Knabe & Co.

(Full Particulars from Catalogue).  
Terms:—Cash.

**HUGHES & HOUGH**,  
Auctioneers.

Hongkong, June 16, 1920.

(for account of the concerned),

ON TUESDAY,

June 22, 1920, at 5.30 p.m.,  
at Ah King Slipway,

The Motor Boat  
"CHI'A MAIL,"

HULL-TEAKWOOD

Length - - - 24' 7"

Breadth - - - 6' 2"

Depth - - - 2' 5"

10 H.P. 2 Cylinder Motor.

Speed 7 Knots, carry 7 persons.

On view day of sale or can be seen

and tested by arrangement with the  
undersigned.

Terms:—Cash.

**HUGHES & HOUGH**,  
Auctioneers.

Hongkong, June 16, 1920.

## INTIMATIONS.

### HONGKONG GYMKHANA CLUB

THE EXTRA GYMKHANA  
MEETING OF THE SEASON  
will be held at HAPPY VALLEY  
TO-MORROW

(SATURDAY), the 19th instant,  
commencing at 4 P.M.

The Charge of Admission will be  
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Hongkong Jockey Club or Gymkhana  
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Soldiers and Sailors in uniform Half  
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The Committee invite the Ladies of  
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Hongkong, June 14, 1920.

### REPULSE BAY HOTEL

#### TO-MORROW

SATURDAY, June 19th.

TEA DANSANT from 4 to 7 P.M.

DINNER DANCE from 8 P.M.

### SUNDAY, June 20th.

#### ORCHESTRAL CONCERTS

during

TIFFIN and AFTERNOON.

#### FLYING

SUNDAY, June 20th.

(Weather permitting)

Commencing at 2.30 P.M.

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Hotel Main Office, or at Repulse Bay

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PRICE, INCLUDING CANOPY  
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\$75.00

DELIVERED and FITTED FREE

SEE WINDOWS.

The China Mail.

TRUTH, JUSTICE, PUBLIC SERVICE

HONGKONG, FRIDAY, JUNE 18, 1920.

## ADVERSARIA.

It is possible to be intimate with a woman, to know her as long and as well as a woman can be known, and yet sometime to see her as it were afresh, in some new situation, attitude, gesture, surroundings, that will endow her with unfamiliar charm! This well-known fact applies as aptly to the colour of Hongkong. We may have been here for years, and feel able to classify such seasonable changes of aspect as it can claim, yet comes a day when a new combination of colour arrests our eye and we set its beauty in a new light! The recent mixed weather has meant mixed lights, and the interplay of light and colour cannot have had more wonderful results anywhere in the world. Opal and pearl skies, alternating with blue, in a series of rapid and fickle changes, have produced a kaleidoscope that has been pure joy to watch. It must have intrigued and tricked some of our local painters into alterations of hopeful enterprise and despairing renunciation.

Yesterday we print LONGSHORE ed a second letter JUNKS, advocating the removal of all junks, etc., from the vicinity of the Praya wharves. We can understand that it would make things easier for the masters of the river steamers who use these wharves; but we have yet to be shown that that is the most important target to aim at. "Night Boat Skipper," with a sailor's extravagance, tells us that they "usurp" the wharfage room, that it is "almost absolutely impossible" to bring a steamer alongside without bumping them, and that the South channel will "soon" become not navigable. We take it that there are so many that he has to exercise extra care in coming to his wharf. We also take it that he would not want the harbour emptied of Chinese craft merely so that he can take things easily, have an easier job. We are willing to listen to facts, but there are some aspects of the proposal which in the natural order of things would not be likely to enter the

The Colony has gained very well, and the wharves. The harbour office work has no right to say that. We must be greatly facilitated, by the acquisition and taking over of all the private moorings in the harbour. That was a feather in Basil Taylor's cap. Now what about completing the job and increasing the Harbour Master's control and efficiency by taking over all these private wharves? Is that a silly question? All right. Laugh it out of court. It seems to us that it could be done, and that would

The internal evidence BEILIOS shows that "Ajax" ESTATE, writing in a contemporary, is a half-educated, probably quite young man, lacking in balance, altogether reckless as to facts, and incapable of analysing applications of facts. We haven't the foggiest notion who he is, of course. He may even be a woman—for his English is that of a suburban housemaid. In the course of the daily round, the common task, we have at last been persuaded to waste time in skimming his effusions, on the off-chance that some day he may say something. He said something on Tuesday which we have been authorized and requested, to contradict.

He says he learned NOT SOLD, that the Bellios block of shop property extending from the corner of Flower Street up to Mr. Nuttall's wine cellar was "about to be sold to a London syndicate at \$60 per square foot," or approximately \$1,422,000 the lot. He learned more than that. He actually ascertained the object of the syndicate. He (or she) wrote: "The object of the intending buyers is to erect a seven-storey building suitable for shops and offices, but up to the time of writing these notes, the syndicate at Home has not exercised the option of buying the building." All this story was apparently built upon the one fact that the British American Tobacco Co., as announced in the *China Mail*, is removing to more suitable premises. There isn't, and wasn't a word of truth in it.

Reduce those figures UNLIKELY to sterling, and you WHEN EXAMINED, have a London syndicate exporting and locking up about a quarter of a million for eighteen months or more, earning no interest, and investing a further large sum upon the new structure, to get a normal return upon which would require rents to be raised so high that the letting would be problematical. We saw Mr. Bellios about it, and he states that a slight charge in the status of the tenants in the Bank building will ensue, namely, an old tenant's lease is shortly to expire and those who have sub-rented from him will find themselves now direct tenants of the Bellios Estate instead of tenants of another tenant. That is all. He assures us that as Executive and chief beneficiary he has no intention whatever of disposing of the building, nor of rebuilding a seven-storey building as has been reported, and that the position of the present tenants will remain unchanged. Possibly, it is suggested, the reporter confused the Bank building with another block in the vicinity which has nothing to do with the Bellios estate. We must say that Bellios tenants are happy in their landlord. He is against rent profiteering, says so, and acts up to his professions. What is more, the tenants themselves tell us so.

Such a kind, friendly, encouraging chit- ENCOURAGE, on the writing table MENT, this morning. "Let me tell you that it is great men and less" is about the best sermon—for sermon it certainly is—that I have ever read. You are always being attacked. Your name in the Club, and whenever men congregate, is "Mud." But let me tell you in all sincerity that those same men have more than a sneaking regard for you, and buy your journal, not for Reuter's rubbish, but for your daily chat, so full of humour, pathos, and good Anglo-Saxon commonsense. Good luck to you."

That, from a perfect stranger, is a sort of soul breakfast, a tonic for the day. Thanks! With regard to the Mud part of it, there are two dissimilar but both entirely satisfactory consultations, namely:

Firally, Matthew five and eleven. "Blessed are ye, when men shall revile you and persecute you, and shall say all manner of evil against you falsely, for my sake . . . for so persecuted they the prophets." Secondly, the *China Mail* business manager's circulation reports. Still going strongly.

It is tantalising CIVIL SERVICE to have to wait SALARIES, for the official answer to Mr. Lowe's question: Will the Government produce the Commissioners' report on civil service salaries and the despatches from the Secretary of State, so that the public may know where (if) the recommendations of the two differ? A

Two new Launches are being built for the "WALLA-WALLA" fleet. Phone No. 3516.

## CANTON GOVERNMENT.

## ISSUES MANIFESTO.

The *China Mail* is requested by Wen Tsung-yao to publish this manifesto, issued by the Military Government of the Republic of China:

Canton, June 15th, 1920.

It is three years now, since the South-western Provinces declared their Independence and the Navy came over to join hands with them. During these three years, China has been suffering from a civil strife, involving great loss of life, property and wealth. And all this has been done for the sake of defending the Constitution and saving the country.

The Constitution must be defended because Tuan Chi-jui is destroying it;

the country must be saved because the Anfuites, of whom Tuan Chi-jui is the principal leader, are bartering away its sovereign rights. Therefore,

there is no hope of success in defending the Constitution, unless Tuan Chi-jui is put out of power; and no hope of success in saving the country,

unless the Anfu Party is dissolved.

Accordingly, the South-western Provinces and the Navy seceded from the Peking Government and established an independent Government in, Canton under the title of

The Military Government of the Republic of China" in order to achieve their patriotic aim of defending the Constitution and saving the country.

But, relying upon the help that

they have secured from an outside state, Tuan Chi-jui and his Anfuites

are determined to crush the South-western Provinces by superior military force.

This is why they are

putting every obstacle in the way of

peace, though, in order to deceive the world, their lips are full of peace talks.

The one fact that Wang Yi-tang, Speaker of the illegal Anfuites Parliament in Peking, was appointed

Chief Peace Delegate for the North

in place of Chu Chi-chien after peace

negotiations had been opened for

more than four months, sufficiently

shows that Tuan Chi-jui and his

Anfuites have no desire for peace but are still as sanguine as ever for war.

Now, among those, crying against Tuan Chi-jui and his Anfuites, no one has cried louder and more bitterly than Sun Yat-sen: among those refusing to recognize Wang Yi-tang as Chief Peace Delegate for the North and calling for his removal, no one seems to have taken a firmer attitude than Tang Shao-ji.

But Sun Yat-sen and Tang Shao-ji have now suddenly changed their mind and assumed a very different attitude. Sun has allied himself with Tuan Chi-jui and is doing his utmost to flatter him: Tang Shao-ji has joined hands with Wang Yi-tang and is eager to do him homage. To those who look at Sun and Tang when they are wearing their masks, this news must appear surprising and startling. But by us, who know these two men well in their naked form, such an attitude on their part has, for some time past, been expected. Between Tuan Chi-jui and Wang Yi-tang on one side and Sun Yat-sen and Tang Shao-ji on the other, secret agents have, during the past six months, frequently gone forward and backward, personal views have been exchanged and conditions, conducive to the private interest of both sides, have been agreed upon, which have more than once leaked out through the native Press in Peking, Tientsin, Shanghai and Hongkong. According to these conditions, the present President Hsu Shih-chang is to quit and Tuan Chi-jui to be elected to fill his place; Wang Yi-tang to be Premier; Tang Shao-ji to be Minister of Foreign Affairs; Tang Chi-yao to be Inspector-General for the three provinces of Yunnan, Szechuan and Kweichow; Wu Ting-fang's son, Wu Chao-chu, to be Minister to Washington; while Sun Yat-sen is to receive eight hundred thousand dollars per annum, to stay abroad and to keep quiet.

These facts account for the sudden

change of attitude on the part of

Sun Yat-sen and Tang Shao-ji and their adherents. And these facts also account for the reason why, about five months ago, Tang Shao-ji wired to Canton, suggesting that Military Government should waive its demand for the publication of all the secret treaties which Tuan Chi-jui and his Anfuites had made with Japan and that only one thing should be demanded as a condition for the resumption of negotiations for peace with the Northern Peace Delegates, namely, the cancellation of the Military Pact. But the Military Government was not satisfied with this one condition: it wanted one more, namely, the recall of the Anfuit Wang Yi-tang and the appointment of a more acceptable person to take his place as Chief Peace Delegate for the North. This additional condition, however, was offensive to both the party represented by Wang Yi-tang and the party represented by Tang Shao-ji, as it practically amounted to the nullification of the secret arrangement already come to between them; for if Wang Yi-tang be removed and a new man appointed in his place, that new man might be some one, who does not belong to the Anfu Party. And in that case he would most likely refuse to abide by the secret conditions above referred to.

Sergeant Stinson this morning charged a Chinese youth before Mr. R. O. Hutchison with the theft of

the s.s. "Mitsuga Maru" of

one fountain pen, one razor, one

silver watch, a foot rule, a pair of

spectacles and a purse containing

Y150, the property of the Chief

Officer of the ship. The defendant pleaded guilty. The sergeant said that the defendant was seen by the Quartermaster emerging from the Chief Officer's cabin and questioned. He produced every article he had stolen except the

watch which was found on him when he was searched at the Police Station after he had been charged. Replying to his Worship, the Sergeant said the defendant had no business on board the ship. He was one of a gang of

rascals who board ships and steal

anything they could lay their hands

on. Six weeks' hard

and has declared that any arrangement secretly made between him and the Anfuit Wang Yi-tang shall have no effect; and has appointed Wen Tsung-yao to the position of Chief

Peace Delegate, who will open negotiations for peace with the North, as soon as the Peking Government recalls Wang Yi-tang and appoints an acceptable person to be its Chief

Peace Delegate.

This manifesto is issued and circu-

lated to give the world a true descrip-

tion of the situation in China, and to

correct the false statement of Sun

Yat-sen, Tang Shao-ji, Wu Ting-fang

and Tang Chi-yao, in the manifesto

that they issued and circulated on

the 3rd of June 1920.

## THOSE LONGSHORE JUNKS.

## HARBOUR MASTER INTER-

VIEVED.

Strong views are held on the subject of longshore junks by the Harbour Master, Commander Beckwith, who stated yesterday, in the course of an interview with a representative of the *China Mail*, that he was prepared to do everything in his power to assist ships arriving alongside by giving them clear wharfage. He pointed out, however, that the matter was at times fraught with considerable difficulty owing to private arrangements made between the owners of wharves and junk masters. It should be mentioned in fairness to his predecessor, that Commander Beckwith, being in charge of the water police, who are afloat in the harbour at all hours of the day and night, he will probably have a better chance of dealing effectively with the matter than did the late Harbour Master. This is Comr. Beckwith's own suggestion.

Commander Beckwith also favours the view that crowds of junks lying along the foreshore without permission afford an ever ready means of escape for lawbreakers, who have only to disappear aboard the nearest junk to be lost to pursuit.

When asked if hardship would not be caused were junks to be forbidden the use of the foreshore, Commander Beckwith explained that permits were granted (on the merits of each individual application) to junks having bona fide business on the waterfront. A permit was good for one night. The fee of \$2 was charged as it was considered that junks using the waterfront for bona fide purposes were engaged in business, and were therefore presumably there for profit.

In connection with obstruction to shipping traffic, Commander Beckwith, who is taking an active interest in the matter, has already arranged for a patrol to deal with traffic between the hours of 10 p.m. and midnight when the number of incoming steamers at night is usually greatest.

## THE MARIE TEMPEST CO.

## FAREWELL SEASON OPENED.

The *Marie Tempest* farewell season in Hongkong opened in the Theatre Royal last night, when Captain Robert Marshall's popular romantic comedy, "The Duke of Kilicrankie," was presented to a large audience, including H.E. the Governor and Lady Stubbs.

With Miss Marie Tempest as Mrs. Mulholland, the worldly widow of the wealthy "Gue King," supported by Mr. Graham Browne, as Mr. Henry Pitt-Webb, the quaintly amorous M.P., Mr. Roger Barry as the young and handsome duke, and Miss Dorothy Hamilton as the charming young Lady Henrietta Addison, the comedy was an assured success. That the audience thoroughly enjoyed the piece was demonstrated by the repeated bursts of laughter during the action of the play and the loud, and often prolonged, applause at the conclusion of each act.

To-night, another comedy, "The Marriage of Kitty," will be staged, and to-morrow night—the last of the farewell season in Hongkong—the "Outcast," will be presented.

and has declared that any arrangement secretly made between him and the Anfuit Wang Yi-tang shall have no effect; and has appointed Wen Tsung-yao to the position of Chief

Peace Delegate, who will open negotiations for peace with the North, as soon as the Peking Government recalls Wang Yi-tang and appoints an acceptable person to be its Chief

Peace Delegate.

(signed) TSEN CHUN-HSUAN,

Chief Administrative Director.

LU YUNG-TING,

Administrative Director, Minister of War, and Inspector-General of Kwangtung and Kwangchow.

LIU PAO-YI,

Administrative Director, Minister of the Navy, and Military Governor of Fukien.

WEN TSUNG-YAO,

Administrative Director, Minister of Foreign Affairs, and Chief Peace Delegate.

HSUANG KEE-wu,

Administrative Director, Military Governor of Szechuan, and Acting Civil Governor of Szechuan.

(Note: The name of the other Administrative Director, Lu Hsien-shih, Military Governor of Kweichow, is omitted because his representative has not yet arrived in Canton.)

## WHERE WAS THE HEALTH OFFICER?

## A SEVEN HOURS WAIT.

## 400 PASSENGERS INDIGNANT.

Over four hundred passengers who travelled from Macao to Hongkong in the Hongkong-Macao Steamboat Co.'s ss. "Sui-An" on Wednesday are indignant, not with the Steamboat Co., but with the responsible harbour authorities. Indeed, they regard the matter in the light of a scandal.

According to statements made to a representative of the *China Mail*, a Chinese fireman employed on the "Sui-An" dropped dead, with heart failure, it is believed, shortly after the vessel left Cheung Chow on Wednesday afternoon. On arrival in Hongkong at 5.35 p.m., signals were made calling for both the port health officer and the police, but without success. At 8.30 p.m., no response having been made to the signals, and repeated attempts to inform the health officer of the ship's plight by telephone having failed, a clerk employed by the Hongkong-Macao Steamboat Co. obtained a promise from the police to despatch a motor launch to the "Sui-An" to remove the body of the Chinese stoker, in order that the ship, which was already three hours late in berthing, might come alongside without further delay. It was not until 12.15 a.m., however, that a police launch visited the "Sui-An" and removed the body of the stoker. Consequently, it was 12.45 a.m. before the weary passengers at last landed—seven hours and ten minutes late!

Surprise and indignation are expressed that in a port of the size and importance of Hongkong such an incident could have been possible. It is said that failing the appointment of Government port health officers with offices at the Harbour Office where it would always be possible to get in touch with them, arrangements should be made whereby the present port health officer, a member of a private medical firm, could always be summoned when wanted, as on Wednesday night when over four hundred people were kept waiting seven hours, apparently for no valid reason.

Such incidents as that narrated above are said to have been only too frequent during the past twenty years, and a story is told of a ship that arrived in Hongkong at night with the body of a Chinese cook who had died on the voyage from one of the adjacent Chinese coast ports. Before the health officer could be found the friends of the deceased man had spirited his body away!

Complaints are also made that at night it is usually impossible for an incoming steamer to get any response to signals for the police, who, it is averred, are almost invariably too busy elsewhere, be the call for their presence never so urgent. It is further declared that as a rule the only way to attract the attention of the police at night is to fire rockets and bombs, because, it is asserted, they never seem to see the ordinary signals. The firing of rockets is, of course, illegal, unless the ship is in distress or is attacked by pirates. Nevertheless, it is added, notwithstanding the ignition of every explosive aboard a ship that was attacked by pirates outside Hongkong some years ago, police assistance failed to arrive until four hours or so later!

In view of the size and importance of our port, allegations of this nature, whatever truth they may contain, would certainly seem to call for inquiry, in order that such serious statements, if untrue, may be refuted, or if true, remedies made.

## KAILAN MINING ADMINISTRATION.

## STRIKES EXAGGERATED.

The total output of the Administration's mines for the week ending 5th June, amounted to 76,651 tons and the sales during the period, to 65,334 tons. The accounts of strikes at the Kailan Mining Administration Mines in the Kalping basin near Tongshan have been greatly exaggerated.

At three different mines there have been minor strikes during the last three weeks. Two of these were settled immediately and one at Tongshan mine lasted, nearly one week.

Some of the demands put forward were of a wild nature but on each occasion the men returned to work on the promise that reasonable cause of complaint would be redressed.

The last strikers returned to work on the 13th, last, and since then a record output has been obtained.

## KENNEDY TOWN MURDER.

## SANITARY COOLIES COMMITTED FOR TRIAL.

At the Magistracy yesterday afternoon, the preliminary enquiry into a charge of murder preferred against two Sanitary coolies, was held. It is alleged that the defendants and another man named Mak Wah, also a Sanitary coolie, who is not in custody, attacked the deceased, a cargo coolie in Kennedy Town on May 21, and whilst the two defendants struck him with their fists, Mak Wah, who was armed with a dagger, stabbed the deceased in the chest. They then ran away. The Police were communicated with and the deceased was removed to the hospital where he died soon after admission. The defendants were arrested later in the day as the result of information received from some eye-witnesses of the uneven fight.

Mr. Leo Longinotto, Assistant Crown Solicitor, appeared for the prosecution, whilst the defendants were represented by Mr. Leo d'Almada.

Outlining the circumstances immediately connected with the alleged murder, Mr. Longinotto said that at 12.30 p.m. on May 21, the deceased and several other cargo coolies were engaged in carrying ratan from godown No. 48 Praya, Kennedy Town to a junk lying off the Praya wall, when the deceased was suddenly attacked by the defendants and another man named Mak Wah, also a Sanitary coolie, who is still at large. The two defendants struck the deceased on the back with their fists, whilst Mak Wah, who was armed with a knife, stabbed him in the chest with it. All the three men then ran away. The deceased was removed to the hospital where he succumbed to his wounds. Counsel said that it could be proved that the two defendants and Mak Wah went out together bent on a common illegal purpose, and therefore, no matter who did the actual stabbing, they were all equally guilty of murder.

Dr. H. H. Scott was the first witness called, and said that when he examined the deceased at the Mortuary on May 22, he discovered a cut in the chest. The cause of death was pressure of blood in the pericardial sac, and extensive hemorrhage into the right pleural cavity.

A witness said deceased was walking ahead of him when Mak Wah committed the murder. Defendants, who were in khaki uniforms, struck deceased on the back with their fists, knocking him down. Mak Wah and defendants ran away. Deceased died in witness' arms. He removed deceased to a staircase and covered him with bags and mantlings.

Next morning he went with the Police and he identified defendants in a row of Sanitary Board coolies. He could not suggest any reason why deceased was stabbed. To his knowledge deceased had no trouble with Mak Wah before.

Examined by Mr. d'Almada witness said he had over ten foks, but only three, including deceased, were actually carrying ratan at the time of the stabbing. He was about twelve feet from deceased. He saw a knife in Mak Wah's hands. He could recognise Mak Wah. Defendants and Mak Wah came from the right and ran away in the direction of Kennedy Town. Deceased was removed to the mortuary by the Police. He had not seen defendants before.

Mr. Smith said that it was very remarkable that witness could identify defendants as he only saw them for a few minutes. Mr. Longinotto reminded his witness that the murder took place shortly after noon.

His Worship enquired as to the cause of the murder, and Inspector Willis said that the motive was revenge. Mak Wah had had trouble with some cargo coolies when he was a watchman employed at a godown to supervise the loading and unloading of cargo. Whilst supervising the loading of a cargo of sugar into some junks one day, he tried to prevent the coolies from stealing sugar, and was given a sound beating. The coolies had since made things so hot for him, that he was forced to resign his post at the godown. He was unemployed for a while, and then found a job as a Sanitary coolie.

Another Chinese witness gave corroborative evidence, after which a Chinese sergeant deposed that when he arrived at the godown, no one mentioned to him anything about the two defendants, but everyone was agreed that Mak Wah was responsible for the murder.

The defendants both gave complete denials of the murder, and Mr. d'Almada said he would reserve their defence. His Worship committed them to the Criminal Sessions.

## CRIMINAL SESSION ADJOURNED.

The Criminal Session was formally opened to-day in the Supreme Court and adjourned to Monday.

"WALLA-WALLAS" double-cross the harbour, but never double-cross you. (Phone No. 3516.)

## GERMANS BACK!

## TANJONG PAGAR INCIDENT.

## TURNED AWAY FROM WHARVES.

A German ship, with a German skipper and a German flag at her stern, has had the coolness to enter Singapore and go alongside the Tanjong Pagar wharves. Of course, says the *Straits Times* of June 10 she was sent away much quicker than she steamed in. The little tub steamer of the "Ayuthia," a one deck steamer of 261 tons net which was built at the Honkong and Whampoa Dock Co.'s slipways in 1902 to the order of the Norddeutsche Lloyd and flew the German flag for which she obtained registration at Bremen. Prior to the outbreak of war she was engaged in the local coasting trade and, in common with so many other German steamers that were frequenting the port in those days, stole quietly away on that memorable Saturday in the first week of August, 1914, and made herself scarce. Since then she has been employed in carrying cargo from various ports in the Dutch East Indies, confining her operations principally to where her cargo space was usually requisitioned by tobacco and tea concerns.

It was with such a consignment that she came steaming in from the westward shortly before noon of yesterday. The lookout at Mount Faber picked her out away towards Sultan Shoal, noticed her nationality and immediately ran up the German flag on the yard arm of the signal staff, at the same time notifying Fort Canning and the harbour authorities. A member of the Pilot Association put out in his launch and boarded her just beyond the harbour limits, no doubt failing to observe the colours she was proudly sporting in British waters. At 1.30 p.m. she reached Tanjong Pagar, and was piloted alongside the wharf in the Empire Dock close to several British and French steamers. She was the first German vessel to enter port unescorted or in charge of a German skipper since the outbreak of war.

It was at this stage that her troubles commenced. Someboarded her and, we believe, gave the skipper half an hour in which to lower the German flag, otherwise and here certain conversation ensued. One young enthusiast on the wharf went boldly up to the bridge and warned the captain that if the flag was not pulled down at once he would take on the job himself and throw both it and the skipper into the muddy harbour. The flag was lowered forthwith. The ship's papers of course were subsequently produced and these showed that the vessel was under charter to Messrs. Alfred Holt and Co. and was bringing something like 200 tons of tobacco and tea from Sumatra for transhipment into Blue Funnel steamers at Singapore. That cargo was not discharged despite the "tabbing" of the skipper to an acquaintance of seven years ago. In naval lingo he was told to clear and to find his own pilot to get his craft away. He eventually cleared and found accommodation within the shelter-British shelter of the mole.

It will be interesting to hear, says our contemporary, what the Singapore Chamber of Commerce have to say about this incident, having due regard to the attitude adopted by the Germans and German shipping entering the port.

Of course there is no Ordinance in operation to prevent German ships from calling here, but it is laid down that no former enemy alien shall enter or remain in the Colony until he has first obtained a permit signed by the Colonial Secretary. No doubt someone was cute enough to obtain the necessary documents to enable the skipper and his chief officer to call here. We hope they will enjoy the privilege.

The Post Office circular issued at noon says:—The departure of the steamer "Ayuthia" has been indefinitely deferred.

## HONGKONG VOLUNTEER DEFENCE CORPS.

## Orders for Cadet Company by Lieut. A. O. Brown.

## PARADE—BATHING.

Launch will leave Blake Pier on Wednesday the 23rd instant at 5.15 p.m. and call at Kowloon ten minutes later.

G. F. E. Rapson, Lt.-Major, Adjutant, Hongkong Volunteer Defence Corps.

Hongkong, June 18, 1920.

## A COOLIE'S STORY.

## TWO EUROPEANS CHARGED.

Before Mr. N. L. Smith, at the Magistracy this morning, Mr. and Mrs. W. Pope of Morrison Hill Road, were charged by their coolie with (1) allowing their ferocious dog to bite him and (2) assault. Mrs. Pope said the dog was never allowed out of the house. It was not a ferocious animal. Replying to the charge of assault, Mr. Pope denied that he struck the complainant. He was very objectionable, and grabbing him by the collar of his coat, he (Mr. Pope) dragged him down the stairs with the intention of putting him out of the house. The coat slipped off and the complainant fell down the stairs, hurting his nose. He did not push him.

The complainant said he worked by the constantly growing cost of production, the price of paper alone having advanced by 700 per cent during the past five years.

In order to meet these conditions newspapers and magazines all over the world have been obliged to raise their subscription and advertising rates—in some cases by as much as 100 per cent—and, at the same time, to curtail the size and number of pages. For the present, however, it has been decided, in the interests of the public generally and of advertisers in particular, to leave the price of the "China Mail" unchanged.

Hongkong, May 17, 1920.

## TO-DAY'S ADVERTISEMENTS.

## NOTICE.

THE Management of the "China Mail" desire to inform the public that its tariff for advertisements received on and after this date will be increased by 20 per cent.

This increase is rendered imperative by the constantly growing cost of production, the price of paper alone having advanced by 700 per cent during the past five years.

In order to meet these conditions newspapers and magazines all over the world have been obliged to raise their subscription and advertising rates—in some cases by as much as 100 per cent—and, at the same time, to curtail the size and number of pages. For the present, however, it has been decided, in the interests of the public generally and of advertisers in particular, to leave the price of the "China Mail" unchanged.

Hongkong, May 17, 1920.

## NOTICES.

APRICOTS	"Del Monte"	per tin	60
APPLES	"S & W"	"	60
BLACKCOURTAINS	"IXL"	"	50
BLACKBERRIES	"Del Monte"	"	50
CHERRIES WHITE	"	"	60
BLACK	"	"	70
DAMSONS	"Chivers"	"	60
FRUIT SALAD	"Cliff's"	"	90
GREENGAGES	"Del Monte"	"	50
LOGANBERRIES	"	"	60
PEACHES	"	"	60
SLICED	"	"	60
PEARS BARTLETT	"	"	60
PINEAPPLE	"	"	45
PLUMS VICTORIA	"	"	60
RED & GOLDEN	"Chivers"	"	60
RASPBERRIES	"Del Monte"	"	75
STRAWBERRIES	"	"	75

## LANE, CRAWFORD &amp; CO.

## COLUMBIA DANCE RECORDS.

A 2639	{ Hindustan Me-ow.	Fox Trot Violin & Piano One Step	"
A 2237	{ Indiana Darktown Strutters Ball	Fox Trot	Jazz Band
A 2327	{ Beale Street Lily of the Valley	"	Princes Orchestra
A 5919	{ Broken Doll Biltmore Waltz	One Step	"
		Fox Trot	Princes Band

## THE ANDERSON MUSIC CO., LTD.

16, DES VŒUX ROAD. TEL. 1822.

## ROUND THE ISLAND OF HONGKONG.

BY

## THE BEST &amp; MOST COMFORTABLE MOTOR CARS

HUDSON or CHANDLER, 7-passenger Motor Car	\$12.00
OAKLAND,	5-passenger Motor Car

## BREEZY GARAGE,

161, Des Vœux Road, Central, (next to Sincere Co., Ltd.)

## PEPSODENT TOOTH PASTE

## FRESH STOCK JUST ARRIVED.

## COLONIAL DISPENSARY.

Telephone No. 1877.

## PORT WINES

## From the oldest and most reliable

## OPORTO HOUSES.

## WORLD RENOWNED BRANDS.

BELLO SEXO	per case	1 doz. qts. duty paid	\$40.00
DESTINTO	"	"	32.00</

## SHIPPING

## HONGKONG, CANTON &amp; MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED

## HONGKONG-CANTON LINE.

Callings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m. From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

## SAILINGS

To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m.). From Macao—Daily at 8:30 a.m. and 2 p.m. (Sundays at 8 p.m.).

Police Permits to leave the Colony are not required. Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. T. &amp; S. Cox &amp; Son, Booking Agents, Hongkong.

## DODWELL &amp; COMPANY, LTD.

STEAMSHIP SERVICES.  
NEW YORK.

## S.S. "LOWTHER CASTLE"

About end of July.

## LLOYD TRIESTINO

## FOR SHANGHAI AND YOKOHAMA

## S.S. "PERSIA"

Sailing on or about 20th June.

## S.S. "PILSNA"

Sailing on or about 11th July.

FOR BRINDISI, VENICE & TRIESTE  
TAKING CARGO ON THROUGH B/LADING  
TO LEVANT, BLACK SEA & DANUBE PORTS.

## S.S. "PILSNA"

Sailing on or about 18th August.

NANYO YUSEN KAISHA, Ltd.  
(SOUTH SEA MAIL S. S. CO.)Regular Services between  
JAPAN, HONGKONG & JAVA.

## FOR JAPAN.

S.S. "RIOJUN MARU"

Sailing on or about 27th June.

## FOR JAVA.

S.S. "HOKUTO MARU"

Sailing on or about 27th June.

OCEAN TRANSPORT Co., Ltd.  
(TAITO KAIUN KAISHA)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

## NATAL LINE OF STEAMERS

TAKING CARGO ON THROUGH B/LADING TO SOUTH AFRICAN PORTS WITH TRANSHIPMENT AT CALCUTTA

IN CONJUNCTION WITH THE

## INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES.

FOR FREIGHT OR PASSAGE ON ANY OF THE ABOVE LINES APPLY

DODWELL &amp; CO., LTD., AGENTS.

IRON AND STEEL PRODUCTS  
BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1830). SINGON &amp; CO. (TELEPHONE 515).

## O. S. K.

## OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

## LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG

MONTHLY DIRECT SERVICE VIA SINGAPORE AND PORT SAID.

HIMALAYA MARU (Call Manila). Sunday, 11th July.

BUENOS AIRES (Call Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore).

MEXICO MARU (Call Manila). Sunday, 8th August.

CHICAGO MARU (Call Manila). Tuesday, 14th September.

BOMBAY &amp; COLOMBO—REGULAR DAILY SERVICE VIA SINGAPORE.

BURMA MARU (Call Manila). Middle of July.

SAIGON, BANGKOK &amp; SINGAPORE—REGULAR MONTHLY

SERVICE.

SHISEI MARU (Call Manila). Friday, 2nd July.

SYDNEY &amp; MELBOURNE—MONTHLY SERVICE TAKING CARGO TO

NEW ZEALAND AND PACIFIC ISLANDS.

MITSUI MARU (Call Manila). Friday, 18th June.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—REGULAR DAILY SERVICE TAKING CARGO TO IMMEDIATE PORTS IN

JAPAN AND TAKING CARGO OVERLAND POINTS U.S.A. IN CONNECTION

WITH CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY.

ARABIA MARU (Call Manila). Tuesday, 22nd June.

ARIZONA MARU (Call Manila). Saturday, 17th July.

NEW YORK—REGULAR MONTHLY SERVICE VIA JAPAN PORTS, SAN FRANCISCO,

PANAMA AND CUBAN PORTS.

AMAZON MARU (Call Manila). Saturday, 26th June.

JAPAN PORTS—Mojii, Kobe, Yokohama, Yokosuka.

KOHSOKU MARU (Call Manila). Wednesday, 23rd June.

KEELUNG VIA SWATOW &amp; AMOY—THESE STEAMERS HAVE

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS AND WILL ARRIVE AT AND DEPART FROM THE O.S.K. WHARF

NEAR THE HARBOUR OFFICE.

AMAKUSA MARU (Call Manila). Monday, 1st June.

TAKAO VIA SWATOW AND AMOY.

FOR SAILING DATES AND FURTHER PARTICULARS PLEASE APPLY TO

Y. YASUDA,  
Manager,  
No. 1, Queen's Building,  
Tel. No. 744 and 745.THE CHINA & AUSTRALIA S. S. CO. LTD.  
FOR MELBOURNE & SYDNEY, VIA MANILA,  
SANDAKAN & QUEENSLAND PORTS

\*GABO\* (Cargo only) July 2nd.

\*TWAH PING\* July 4th.

For Passage and Freight apply to

THE CHINA &amp; AUSTRALIA S. S. CO., LTD.

125 Commercial Road Central Agents.

## SHIPPING

C. N. C.  
CHINA NAVIGATION CO., LTD.

## SAILING SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	YUNNAN	June 19, at 4 p.m.
SHANGHAI & TSINGTAO	CHENAN	June 20, Daylight.
CEBU & ILOILO	PAOTING	June 21, at Noon.
WEIHAIWEI, CHEFOO, NEWCHENGWANG	KUCHING	June 21, at 4 p.m.
& TIENTSIN		
SWATOW & BANGKOK	CHINHUA	June 22, at 11 a.m.
AMOY, SHANGHAI & PUKOW	SUTANG	June 22, at 10 a.m.
SHANGHAI & TSINGTAO	SINKIANG	June 24, at Noon.
	TRAN	June 26, at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong, Shanghai (twice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Wusong.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Telephone No. 22.

THE ADMIRAL LINE

Operating the following U.S. Shipping Board Steamers.

FOR SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe)

CROSSEKEYS About June 18th.

ICONIUM About June 21st.

WHEATLAND MONTANA About July 12th.

ENDICOTT About July 15th.

ELETON About Aug. 12th.

FOR PORTLAND Direct.

(Calling at Shanghai and Kobe)

WARAN About June 23rd.

ABERCOZ About July 4th.

PAWLET Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

Telephone 2477 &amp; 2478.

FIFTH FLOOR, HOTEL MANSIONS.

REGULAR SERVICE TO UNITED STATES

NEW YORK and/or BOSTON.

Via Panama

S.S. "WYTHEVILLE" Sails about June 24th

For freight space and particulars apply to

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

TELEPHONE 2477 &amp; 2478.

AGENTS.

5TH FLOOR

HOTEL MANSIONS.

REGULAR SERVICE OF FAST, HIGH CLASS COAST STEAMERS HAVING GOOD ACCOMMODATION FOR FIRST CLASS PASSENGERS. ELECTRIC LIGHT AND FANS IN STATE-ROOMS AND SALOONS. EXCELLENT CUISINE.

SWATOW, AMOY &amp; FOOCHEW AND RETURN.

(Occupying 5 to 10 Days)

STEAMER CAPTAIN LEAVES.

HAICHING Capt. W. G. Passmore Friday, 18th June, at 2 p.m.

HAILOONG Capt. A. H. Stewart Tuesday, 22nd June, at 2 p.m.

HAILOONG Capt. J. S. Thompson Friday, 25th June, at 2 p.m.

\*Calling at Amoy for passengers only.

AMOY, ARRIVALS AND DEPARTURES FROM THE COMPANY'S WHARF (near Blake Pier).

FOR FREIGHT AND PASSAGE APPLY TO

DOUGLAS LAPRAIK &amp; CO.

## SHIPPING

## C. P. O. S.

SAILINGS  
HONGKONG to VACOUVER

(via Shanghai, Nagasaki ("Mojii") Kobe &amp; Yokohama)

STEAMERS FROM HONGKONG

VANCOUVER

Empress of Russia July 1 July 19

Empress of Japan July 20 Aug. 10

Empress of Asia July 28 Aug. 16

Monteagle Aug. 12 Sept. 5

Empress of Russia Aug. 26 Sept. 13

Empress of Japan Sept. 14 Oct. 5

Empress of Asia Oct. 21 Nov. 8

Monteagle Oct. 26 Nov. 19

Empress of Japan Nov. 9 Nov. 30

Empress of Asia Nov. 12 Dec. 6

Empress of Russia Dec. 16 Jan. 3

Passenger to Europe are advised to determine the exact date of the Atlantic sailing desired prior to departure from the Orient. The conditions on the Atlantic are as represented as on the Pacific. Atlantic reservations can be arranged by cable or letter for all destinations to Europe, whether or not crossing the Pacific. C.P.O.S. steamers. Frequent sailings Montreal to Liverpool, London and Glasgow. Passage ordered here, will cover all such reservations.

For fares and other information please apply to

HONGKONG OFFICE, Telephone 772. Cable address: CACAPAC.

CANADIAN PACIFIC

OCEAN SERVICES

CHINA MAIL S. S. CO., LTD.

FREIGHT AND PASSENGERS.

NANKING "NILE" CHINA

(15,000 tons) (10,000 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS &amp; HONOLULU.

NANKING "NILE" CHINA

August 19th 1920. June 19th 1920. July 22nd 1920.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER Tel. Passenger Dept. 1284.

Prince's Building, Ice House Street. Tel. Freight Dept. &amp; Agent. 2161.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

FRIDAY, JUNE 18, 1920.

SHIPPING

# P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES  
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, MEAT  
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALIA.  
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED  
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From	Destination
"KARMAKA"	8,000	1st July (about)	MAREMILLI LONDON & A/Warp.
"DEVANHA"	3,100	17th July	MAREMILLI LONDON & A/Warp.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From	Destination
"MADRAS"	6,900	4th July	Strait, Rangoon and Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From	Destination
"ST. ALBANS"	4,500	20th July	Melbourne via Sandakan, Thursday Island, Cairns, Brisbane and Sydney.
"EASTERN"	4,000	13th Aug.	Kobe direct.

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From	Destination
"DEVANHA"	5,100	21st June at Noon	Shanghai, Moji, Kobe & Yhama.
"ST. ALBANS"	4,500	25th June	Kobe direct.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.  
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 2 ft. x 1 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For further information, Passage Fares, Freight, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,

22, Des Vaux Road Central, HONGKONG.

# N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

TAJIMA MARU (Calling Manila & Keeling) Friday, 20th June, at 11 a.m.

KATORI MARU (Calling Manila) Sunday, 4th July, at 11 a.m.

KASHIMA MARU (Calling Manila & Keeling) Monday, 16th Aug., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

INABA MARU Sunday, 27th June, at Noon.

KAMO MARU Friday, 8th July, at Noon.

IYO MARU Friday, 23rd July, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TSURUGA MARU Monday, 21st June.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

TOKIWA MARU Friday, 9th July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU Wednesday, 3rd June, at 11 a.m.

NIKKO MARU Wednesday, 21st July, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Murno, San Francisco, Panama & Colon.

TOYOKA MARU Sunday, 20th June.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU Beginning of July.

BOMBAY & COLOMBO via Singapore.

TAIAN MARU Friday, 18th June.

YETOBOTU MARU Friday, 2nd July.

CALCUTTA & RANGOON via Singapore & Penang.

DELAGOA MARU Sunday, 27th June.

JAPAN PORTS Nagasaki, Kobe & Yokohama.

NIKKO MARU Monday, 5th June, at 11 a.m.

AKI MARU Wednesday, 21st July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

IVO MARU Friday, 18th June, at 11 a.m.

DURBAN MARU Sunday, 20th June.

FENANG MARU Thursday, 24th June.

For further information apply to

NIPPON YUSEN KAISHA.

M. YASUDA, Manager.

Telephone No. 504 & 505.

# THE CHINA MAIL.

SHIPPING

## CANADIAN SERVICE

For VICTORIA and  
S. S. "MATTAWA"

Will sail from HONGKONG on or about 26th JUNE.

Through Bills of Lading issued to Canadian and  
U.S. overland points.

For freight apply to—

P. A. COX,  
Acting General Agent,  
C. P. O. S. Ltd.

## JAVA-PACIFIC LINE OF THE JAVA-CHINA-JAPAN LIEN

Next sailing for SAN FRANCISCO

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.  
All steamers carry a duly qualified surgeon.  
Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.  
For particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIEN,  
GENERAL MANAGERS,  
Telephone No. 1874.

Have Your Batteries  
always charged by  
just inserting the plug for both Hongkong  
& Kowloon Current.

UNION ENGINEERING CO., LTD.

York Buildings, Chater Road.

## BATH TUBS.

SANITARY GOODS  
BATHROOM FITTINGS  
AND ALL KINDS OF  
GLASS and MIRRORS.

LYSON COMPANY,  
39A, Queen's Road Central, Hongkong.

E. HING & CO.  
LARGE STOCK OF SHIPBUILDING MATERIALS,  
viz. Steel Ship Plates, Angles and Bars.  
Also Shipchandlery Articles.  
Telephone No. 1114.

STEAMING COAL.

Contracts Solicited for Bunkering Ships  
at Hongkong, Shanghai, Keelung (Formosa)  
And All Leading Japan Ports.

K. KIMURA & CO.  
2, Connaught Road Central.  
Cable Add. "Propaganda" Tel. No. 2530.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON  
FOUNDERS. All work done in this establishment is guaranteed. We have  
over thirty years' experience. We own two Shipyards and can accommodate any craft  
of 200 tons long.  
Town Office: 64, Connaught Road Central, Hongkong.  
Residence: Sham-Sui-Po, Kowloon, Hongkong.  
Agents: F. C. L. & Co., Ltd., London, England.  
Telephone No. 145.  
Cable Address: "KWONGHIP" Tel. No. 5.

Hongkong, April 1, 1920.

## NOTICES TO CONSIGNEES

### NOTICE TO CONSIGNEES

THE Steamship

"LOWTHER CASTLE"

FROM NEW YORK.

CONSIGNEES of Goods are hereby

informed that all Goods are being

landed at their risk into the

Godowns of the Hongkong and Kow-

loon Wharf and Godown Company,

Ltd, at Kowloon, whence and/or from

the wharves delivery may be obtained.

Optional cargo will be forwarded

unless notice to the contrary be given

beforewards.

No claim will be admitted after the

Goods have left the Godowns and all

Goods remaining undelivered after

the 31st inst. will be subject to rent.

All claims against the steamer must

be presented to the Underwriters on

or before the 31st inst. or they will

not be recognized.

All broken, chafed, and damaged

Goods are to be left in the Godowns,

where they will be examined on the

21st inst. at 10 a.m. by Messrs. God-

dard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned

by DODWELL & CO., LTD.,

Agents.

Hongkong, June 14, 1920.

## SHIPPING

## PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR," "VENEZUELA" & "COLOMBIA."

HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KORE, YOKOHAMA and HONOLULU.

THE SUNSHINE BELT

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

WEDNESDAY, July 14th.

WEDNESDAY, August 11th.

ALSO

The following U.S. Shipping Board vessels

S.S. "WEST CONOB" Beginning of June for Baltimore via

Suez and usual Ports of call.

HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all Points in the United

States and Canada



## Washing Ties \*

The sort that keep both shape and colour through many a "tubbing".  
Very attractive assortment.

For Bows . . . 25c, 75c each  
For Knots 75c, \$1.00, \$1.25 each

**MACKINTOSH**  
& CO. LTD.  
Men's Wear Specialists.  
16, Des Voeux Road.

### THE NEW IRISH SECRETARY.

A contemporary says that before he came to England the new Chief Secretary for Ireland had "a very varied career in his native Canada." The statement is somewhat misleading. Hamar Greenwood came to England about 1895, when he was 25 years of age.

The chief incident in his brief career prior to that date occurred when he was at Toronto University.

A number of undergraduates thought that they were the victims of some injustice on the part of a Professor Wrong. They took matters into their own hands in rather a drastic fashion.

As Toronto University is a Government institution, it followed that there was a Government Inquiry—when it appeared that the ringleaders in the agitation were Greenwood and another—Tucker, I think, by name.

I have a dim recollection of seeing Greenwood for the first time at one of the sittings of this Committee of Inquiry, says a correspondent to *The Globe*.

I remember him more distinctly some two or three years later—about 1897. He had come to England in the interval, and was doing journalistic work while getting called to the Bar. I sat opposite him at a dinner which the then Mr. Alfred Jermyn gave at the Holborn Restaurant; and although I haven't the faintest recollection of what he talked about, I carry across those years the memory that he was tremendously in earnest—and that his voice had a range and carrying power.

It was a year or more before I met him again—at the station of Salisbury.

He told me that he had been speaking in caucuses on Salisbury Plain for the Temperance League of Great Britain. I think that he subsequently went to India for the same organization. Later he got into Parliament, and at one time was secretary to Winston Churchill.

#### WORK AMONG THE TROOPS.

He was called to the Bar of Gray's Inn—that Inn which has revived so marvellously within the last twenty years, and which boasts of having amongst its members the present Lord Chancellor.

#### WITHOUT NERVES.

But although Hamar Greenwood is both a K.C. and a Bencher of his Inn, and though he acquired some practice at the Bar, he has always been known as a politician rather than as a lawyer.

No better choice—no other such good choice—could have been made of an Irish Chief Secretary to succeed to Mr. Ian Macpherson.

Sir Hamar Greenwood has what, in this instance, is the distinct advantage of having been born and educated in one of the Dominions. He is a product of a country upon the sympathy of which the discontents in Ireland have long boasted that they could rely.

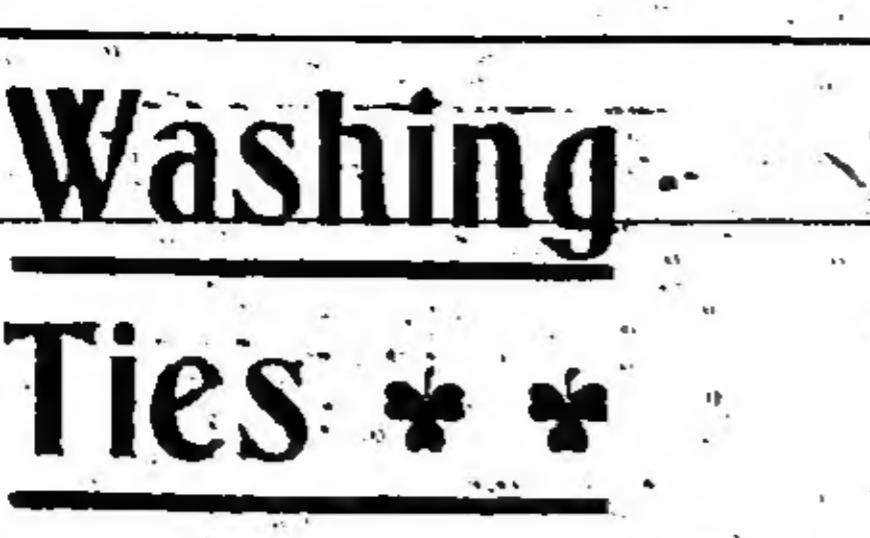
He himself is eminently a man without prejudices—except a pre-judice in favour of getting things done, and that is equally important, without nerves.

#### COMPARISONS.

He has none of the "suaviter in modo" (though he may well have the "fortier in re") which distinguished Mr. Arthur Balfour when he held sway in Ireland. Still less has he any of the bluff country-squireism of Mr. Walter Long, who won success by amiably telling agitators one morning that he would arrest them if they held a certain meeting, and by carrying out his pledge with equal cheerfulness the next day.

The lazy dilettantism of Mr. Birrell would be abhorrent to Sir Hamar Greenwood; and equally alien would be the legal subtleties of Sir Henry Duke.

The Irish have long complained (unjustly, I think) that successive



### CHINA SEA LIGHTS.

#### WHERE THEY ARE AND WHERE THEY ARE NEEDED.

##### A COMPARISON.

The oldest light-house in China is the one at the entrance to the Macao harbour although since it was first erected some three hundred years ago it has been rebuilt on different occasions but, nevertheless, it stands as a monument to the pioneers of earlier days who braved the long journey from Europe and other parts of the world in their tiny barges; it still performs its appointed duty under the able superintendence of its keepers and at night its clear light flashes over the waters warning approaching or passing vessels to keep clear and, at the same time, affording a reliable mark whereby the masters of craft can navigate their vessels into the Macao harbour and bring them to a safe anchorage. For three hundred years its light has been flashing out at night and to-day we find that there has been no change; the light-house may have been altered a little since former days but the light inside is the original one installed.

Light-houses there are many scattered up and down the length and breadth of the China coast; some of them are many years old and yet others are which have only been erected of late years. Perhaps one of the most recent light-houses to be erected is the Tongking light-house which was built on Tongking Island in 1907. This light is 180 feet above sea-level and marks the eastern extremity of the Chusan Archipelago. Considering what a dangerous island Tongking is to vessels which may be in that vicinity during fog or heavy rainstorms it is to be wondered that a light was not placed thereon before the date mentioned but, as in the case of many other points on the coast, the placing of lights has been delayed until the demands of trade and shipping made it imperative that they be adequately marked. The extremely strong currents to be encountered in the vicinity of the Tongking Island make things all the more difficult for shipmasters navigating their vessels to Hongkong or Foochow, or, on the other hand, to those coming to Shanghai from the South.

A hundred years ago there is little doubt that the masters of sailing vessels in the China Seas had not an enviable time of it; they had to overcome the difficulties existent with having but imperfect charts to guide them. Few light-houses on the coast to warn them when approaching dangerous areas and no system of signals whereby they might be warned of impending typhoon season. Nevertheless they navigated their vessels in a manner becoming the seamen of that period, but it may seem strange that there should be, in these modern times, more instances of disaster yearly to vessels in the China Seas than was the case in those far off days. This, however, may be explained by the fact that to-day we have a tremendous volume of tonnage operating in

China, far more than has ever been the case before, so that in proportion to the amount of tonnage operating a hundred years ago and now, it may be possible that the percentage of casualties is relatively the same.

But nowadays the China coast presents a different aspect since the days of the old tea-clippers and the East Indians; from Shanghai to Hongkong there is a continuous line of lights marking the various dangerous spots to vessels and guiding them safely throughout the hours of darkness until the dawn arrives. From the Maritime Customs list of Light-houses, Light-signals, Buoys and Beacons of China, the Woosung Light-house is the next oldest on the coast between Hongkong and Shanghai. This light was erected in 1865 but has been altered on several occasions since, so that for fifty-six years this light has been flashing at the entrance to the Whangpoo.

The Lammocks Light-house was built in 1874 and marks a dangerous locality off Swatow. Even so there have been disasters there of late years. It would be well were there a cable connection made between the Lammocks and Swatow so that in the event of a vessel going ashore the news could be cabled at once and assistance obtained. As it is the news of any catastrophe is generally brought into Swatow by one of the officers of the vessel which has gone ashore, on a junk.

There yet remain a few places on the China coast where lights are required, and two dangerous spots should be mentioned: the Amherst Rocks at the mouth of the Yangtze and the Parcels. The latter mentioned group of islets and sunken reefs constitute a menace to all vessels which are in the southern trades.

For the sake of a few thousand pounds the lighting of the Parcels is neglected and the lives of those who go down to the sea in ships, endangered. The question as to who should bear the expense of placing lights to mark the Parcels is an international one although the Parcels belong to China and the latter country ought to be held responsible for the adequate marking of marine dangers on her coasts.

He will certainly be found to have that desire for results, and, above all, that regard for law and order which is equally characteristic of Canadians entrusted with responsibility.

The question has been brought to the notice of the British Foreign

### SHANGHAI'S RAPACIOUS LANDLORDS.

### MEDICAL RESEARCH IN A NEW FIELD.

#### STRANGE TRICKS OF "INVOLUNTARY" NERVES.

The medical correspondent of *The Times* writes: "The most interesting subject in present-day medicine is what has been called the 'involuntary nervous system.' On every hand, in every country, a great body of workers is investigating this system at the present moment. And the farther these researches are carried, the more fascinating they become. On the other hand, a vast deal of misinformed nonsense on the subject has recently been published. It is for this reason that an account of it, uncloaked by expectation, may be given.

The involuntary nervous system is that portion of the nervous system which lies or seems to lie, outside the power of the will. It acts "on its own" automatically. It controls such organs as the heart, the stomach, the liver and so on. These organs, indeed, are now suspected of being greatly dependent on this nervous control as is the engine of a motor car on the spark. The analogy may not be perfect but it is sufficient.

A new complication was introduced when it was found by Langley that the extract of one of the bodies known as "ductless glands" (the nature of which had long been a puzzle) acted directly on portion of the involuntary nervous system. Thus if these nerves caused certain muscular fibres to contract, the extract ("adrenalin") also caused the muscular fibres to contract when brought into contact with them. Or again if the effect of stimulating the nerves was relaxation, "adrenalin" produced relaxation.

#### THE SYMPATHETIC SYSTEM.

It followed that this vast system of involuntary nerves was not all of a piece, but was composed of two or more sets of fibres—one set having a similar action to the extract "adrenalin," and the other set or sets not having this action. Bit by bit proceeded on these lines—much of it was done by Gaskell, one of the greatest figures in medical history—and at length we came to recognize what are known as the "True Sympathetic Nervous System" and the "Bulbo-Sacral Sympathetic Nervous System." The former is also called the "Adrenalin Sympathetic" from its connection with this extract. Finally, it was suggested that the two systems were in a manner opposed to one another, or rather acted in a reciprocal relationship to one another.

But the matter has now advanced much further than this, for the suggestion is being made that disease acts, in the first instance, not on the organs of the body, but on their involuntary nerve supply—the "tuning" so to speak is affected, and so the engine runs badly, and may break down. Some evidence in support of this view has already been brought forward. It is by no means conclusive, but it is intensely interesting and suggestive. For, if it can be shown that the poisons or toxins of disease act upon the nervous controls of organs rather than upon the organs themselves, we have opened an entirely new field of medical discovery.

#### A REMARKABLE DRUG.

Meanwhile a remarkable drug, having the same effect on the Bulbo-Sacral Sympathetic System as Adrenalin has on the True Sympathetic System, has been discovered in the laboratory by Dr. Dale. Thus each branch of the Involuntary Nervous System can now be related to a chemical substance (one prepared by the body itself, the other made in the laboratory), which exactly imitates its action, and which acts only on tissues and structures supplied by it. The drug referred to is known as AcetylCholine. That it may have a counterpart in the body, as yet undiscovered or perhaps unidentified, is of course, very possible.

Here, then, has been established a link between the nervous system and the chemistry of the body—which is of a very remarkable kind, and is evidently more subtle and far reaching than, say, the gross chemistry of digestion. The other ductless glands, of the pancreas, and so on, possibly bear relations also to these nervous systems, and may act by and through them. We begin to see man as a bundle of nervous tissue in a world which continuously stimulates him with its impulses. Every cell of each of his organs reacts in greater or less degree to every stimulus from the outside world. In health perhaps a measure of protection from useless and dangerous stimuli is secured. But the poisons of disease seem in some cases to destroy that protection.

What is the bearing on treatment? Just this: if the exact structures of which disease acts, in its very earliest hours can be determined, we shall have advanced a stage in the direction of warding off attack or rendering it nugatory. It is quite possible, for example, that there is a nervous side to the immunity produced by inoculation against, say, typhoid. Moreover long before organs are broken down their nervous supply gives indication of attack in the sensations of the patient—the field now being investigated at St. Andrews.

### DAIRY FARM NEWS.

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#### MYSTERIOUS ENGLISHMAN IN MID-ASIA.

#### HIS SUDDEN ADVENT.

#### WORKING WONDERS IN CAUCASUS.

A Calcutta correspondent, writing to the *Englishman*, says merchants and others arriving in India from Persia are full of stories of an aged Englishman who has suddenly appeared on the horizon in mid-Asia and who is credited with being the author of the various anti-Bolshevik treatises that are being made amongst the Caucasian states. By means of which the Persians consider very wonderful this officer has induced Georgians and Tartars and Armenians and Persians to put aside their differences in order to combine against a common enemy. He has even, it is asserted, been responsible for starting amongst the Kurds some kind of movement which will enable them to act if necessary in concert with the Armenians. This last is considered the most extraordinary fact of all; for the antagonism between the Kurds and the Armenians has existed almost since the dawn of history. The Persians say of the English officer that God has given him the gift of tongues so that no matter in what language he is addressed he can reply in it and that it is one of the chief reasons why he is able to sway medley of tongues and races that inhabit the Caucasus and regions below. The Persians call this Englishman hitherto, unknown to the British public at large Colonel Wardrop and assert that he arrived at Tiflis about two years ago with instructions and authority from the War Office. He is an old man, they add, and when he first arrived the Georgians thought it a very good joke for they have no reverence for age and consider a man who has passed the prime of life and is therefore unfit for active warfare useless. However, the "colonel" is many years soon proved that he was a match for any Georgian, however blustering, and when he denounced a riotous assembly in his own patois he began to be both feared and admired. But who is this Wardrop? This is no likely Colonel

#### GREEDY SOUVENIR HUNTERS.

A Wellington message of May 7 says: "It is reported here that at the People's Supper held at Wangnui in honour of the Prince of Wales's visit, souvenir-hunters cleaned up everything removable. The caterer lost four silver vases, 39 dozen tumblers, 34 dozen cups and saucers, 18 dozen teaspoons, and 120 yards of royal blue and gold ribbon. One woman took possession of a three-decker cake, saying she considered she was entitled to it because she was a ratepayer. The loss will have to be met by the Borough Council. Souvenir hunters attempted to satisfy their cravings even on the Royal train. At a roadside station a hand shot through an open window in the Royal car, grabbed a lorry in the shape of an empty beer bottle, and then disappeared. Special officers are now keeping a vigilant lookout for souvenir hunters.

Wardrop in the army list. People who assert that they know all about him when pressed on the subject of his military rank admit that they are not certain that he is a soldier by profession. In any case, he is known as the "Hakim Sias," which means political officer and in the Persian view all political officers are colonels. There was, however, some years ago in the British consular service a certain Wardrop who had spent his time in places like Petrograd and Moscow and Rumania and who about twenty years ago wrote a book on the Georgian highlands. He retired in 1910 and because of a remarkable aptitude he had for languages he was appointed an educational adviser to the City of London College. When war broke out he was employed because of his knowledge of Russian in the Foreign Office and it was known that he was sent to Moscow in 1917. He is evidently the man. It's a strange fact that an unknown man, who eleven years ago considered his life work done should now be displaying a genius and resource which are likely to place him in the front rank of empire-builders.



